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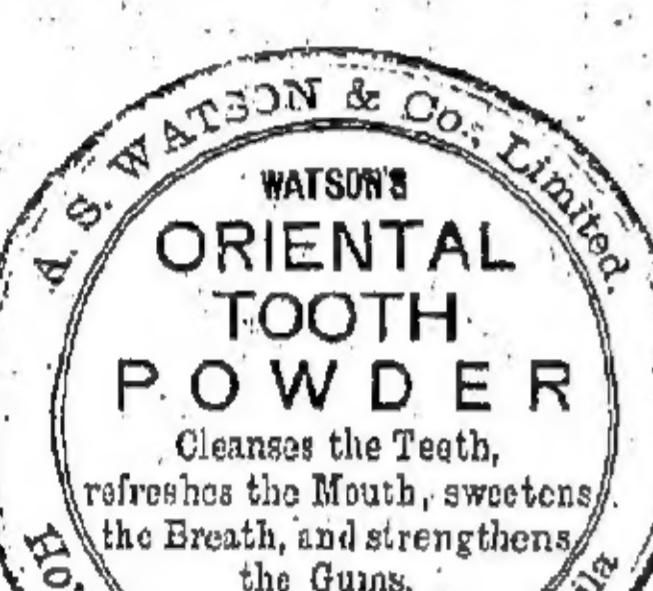
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Hongkong, 6th January, 1898. [24]

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The Daily Press.

Hongkong, February 11th, 1898.

The assurances given by Lord SALISBURY
as reported briefly through Ruter's agency—are not very inspiring. The
abatement of the demand made for the
opening of Taliawian as a Treaty Port
is admitted, and the reason given by the
Premier is that its maintenance would have
seriously embarrassed China. It has therefore
been decided to postpone the question of
Treaty Ports until the railway has reached Taliawian. This means, of course,
that Great Britain has made a demand, backed it up by a little naval flourish, and then ineffectually backed down. As we are not sufficiently behind the scenes to judge rightly perhaps as to the wisdom of the
backing down, we refrain from commenting too severely upon this extremely ungracious and far from dignified movement; but it is permissible to say, in any event, that the British Government
should not have placed itself in a position to
necessitate withdrawal without securing
the point contended for. It would have been much better to have acquiesced at first in the action of Russia than to have endeavored to checkmate her and then either
failed to proceed or become convinced of its
being a mistake in policy. The reply said
to have been given to Sir WALTER RALEIGH
by Queen ELIZABETH on one occasion when
he wrote a paean of praise,

"Fals would I lab but that I fear to fall."

"If this heart fail thee, then shall all,"

might have been addressed to the Marquis of SALISBURY at this juncture. If he were not prepared to carry out a threat, why indulge in it at all? It is surely an error in sound statesmanship to threaten unless you feel in a position to carry out the threat. And the attempt to render the Russian occupation of Port Arthur futile by compelling China to open Taliawian as a Treaty Port was assuredly in the nature of a threat. That some retribution for Muscovite rudeness in Korea was not only justifiable but necessary may at once be conceded, but the attempt to render the occupation of Port Arthur useless was certainly a wrong move. There were surely other squares on the Celestial chessboard to which Lord SALIS-

BURY might have resorted with equal effect. The occupation of Chinkiang, on the Yangtze, or the re-occupation of the Chusan Islands, would have been quite as significant of the intentions of Great Britain to protect her interests as a proposal to virtually sit down beside Russia in Manchuria, and far less irritating to that power. Such a movement would not necessarily imply such an intention to endorse a policy of partition; it would merely have been the erection of a new British outpost to protect British commercial interests. During the whole of her relations with China, Great Britain has studiously refrained from any attempt to acquire territory, and only took possession of this barren rock when driven out of Canton by the hostile action of the then Chinese Government. She need not now trouble to seek excuses if she is compelled by the impetuosity and inclemency of the mandarins, to demand some other points the future neutrality of which China cannot guarantee, and the possession of which therefore is indispensable to the preservation of the trade which by untiring enterprise, vast outlay, and a few foresight was built up by Britain in the Far East.

We can understand, in the light of Lord SALISBURY's declaration that the question of Treaty Ports had been postponed until the railway had reached Taliawian, why the Czar so seriously thanked God that matters had been cleared. His Majesty would seem to have good reason for thankfulness. When the railway is completed his anxieties will be greatly reduced. By that time communication along the Great Trans-Siberian line will be established, and his army corps will have little difficulty in making their way to the dominions of the Son of Heaven. Lord SALISBURY has not been equally demonstrative. He has not thanked the Almighty for any triumph of diplomacy and probably feels little in the situation on which to plume himself. He certainly endeavored subsequently to comfort the House by informing it that Russia and Germany had assured Great Britain that any ports they obtained would be made free ports. His lordship did not say for how long the assurance was to last; probably for so long as it will suit those nations. Any how the comfort administered is of rather a cold description. No doubt Germany will keep to the compact and will also find it to her advantage to make Kiaochow a free port; but Russia is no greater respecter of treaties and has a somewhat iconoclastic method of dealing with them when they become embarrassing or inconvenient. It is within the memory of many of our readers how she tore up the Treaty of Paris when she thought the time was propitious, and there are other incidents in the way of treaty breaking which can be brought up against her. An undertaking was given that Batoum should not be fortified; it is now a military port. Any assurances volunteered by Russia therefore must be taken with a pinch of salt, and until she has established for herself a better reputation for political integrity we think it will always be more satisfactory to secure a material guarantee for the protection of any imperilled interests. The negotiations in regard to the position in the Far East have so far added no lustre to Lord SALISBURY's fame as a statesman.

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THE PLAGUE AND ITS GRIP.

Bombay, 28th January.
The week's plague deaths in Bombay amount to 324; and the total from all causes to 1,729, the death rate being 108.7. The normal total of deaths would be 748 for the week, and the normal death-rate 45.37. Yesterday there were 11 cases and 2 deaths from plague, and from all causes 221 deaths. The position continues to cause great anxiety.

GENERAL KITCHENER AND THE WAR CORRESPONDENTS.

London, 13th January.
The London Daily Telegraph says that Lord Salisbury has advised a modification of General Kitchener's prohibition against the war correspondents.

A MILITARY RULING.

Cairo, 24th January.
It is now officially notified that a Lieutenant-Colonel may if selected be promoted to the rank of Lieutenant-Colonel in command of a Regiment or Battalion or any appointment tenable by Lieutenant-Colonels which may be considered to be analogous thereto. Colonels of the Indian Army, Staff Officers, and Colonels of the Royal Engineers, Artillery, and other corps of sub-staffs, and others fit for promotion, for the rank of Major-General.

OPPOSITION TO THE AMENDMENT OF THE INDIAN LAW OF SEDITION.

Cairo, 25th January.
The proposed alteration in the law of sedition is meeting with strong opposition from all quarters. Practically the entire Indian Press, both European and Native, adverse critics the measure.

A MAJOR KILLED AT POLO AT UMBALLA.

Bombay, 23rd January.
Major Winn, of the Rifle Brigade, has been killed by a fall at polo at Umballa.

THE FRONTIER OPERATIONS.

Bombay, 23th January.
The flying column sent against the Ahs Khois, consisting of hills south of Burr Fort, owing to its proximity to the British frontier, and Matsumi by this time found the Ahs Khoi villages deserted and met with no resistance.

Wiring continues at Lundi Kotal.

The line through Jamrud is that the attitude of the Afridi Virgals is hopeful.

THE MEXICAN OUTBREAK.

Bombay, 24th January.
Through Ormara, Chittagong, we report from the second stage that the rebels are well and are rapidly failing. He doubts if rapid march on Turbat is possible. Fresh animals are being despatched from Bela.

The Indian Marine steamer *Patrick Stewart* has sailed from Karachi for Pusan with Lieutenant Bain and six men of the 1st Battalion Mountain Battery and a detachment of soldiers.

Alibagh, 24th January.

Colonel Mayne is experiencing considerable difficulty in his march to Panji on the Makran Coast. His transport animals, procured locally, have begun to break down. Canals from Las Baulas are being sent on to assist him in his advances from Pausi to Tarbat. News received from Tarbat on the 23rd January shows that Kalat is in possession of the fort there with 500 men, while a son of Benazir Sardar has a large lascivious outside ready to support him. The fort has been repaired, and the Nasim should be able to hold out until Colonel Mayne's column reaches him. Baloch Khan, one of the principal leaders of the rebels, is said to be a staged name. Pausi, with 500 skirmishers, has reported that he is well, and can scarcely have failed to venture so near the coast after Benazir Sardar has declared himself friendly to the Khan of Kalat, who would run the risk of having his retreat cut off.

Culcutta, 25th January.
The latest news from Mekran fails to confirm the impression that Colonel Mayne's column will meet with some resistance. A runner from Culcutta arrived at Ormara on

Sunday from the Nasim of the Khan of Kalat, bearing a letter dated the 15th instant, in which the Nasim stated that his position was getting critical, but as he said that he was sending his women and children away two days later, it will appear that he is very likely to be beaten.

Every effort is being made to hurry up the camel transport, and a large train passed through Bindia on Sunday. The Nasim reports that one Marwasp Khan has joined Mehrab Khan. Four more of the Survey party have come in, and four others are shortly expected. So far eleven men are known to have been killed, and seventeen are missing. The Balochi communication with Pausi has been restored and the steamer *Patrick Stewart* has arrived at Ormara from Karachi with guns and an advance guard of Colonel Mayne's force.

Bombay, 26th January.

News from Ormara says that Captain Eighty reports that a letter dated the 15th instant from the Nasim states that the position there is getting critical, but as the Nasim mentioned that he was sending the families to Gwadial on the 17th, Captain Th is of the opinion that the Nasim is not very closely invested.

Bombay, 27th January.

A half squadron of the 1st Bengal Cavalry have been ordered to have Mekran for Pausi to reinforce Colonel Mayne's column.

It is reported that the local headmen have joined Baloch Khan, who intends to oppose our advances with 2,000 ill-armed followers. Khan Khalat is sending eighty men on camels to strengthen the Nasim's position, and those should reach Mekran on the 25th February.

SHIPPING REPORTS.

The British steamer *Singapore*, from Manila 7th Feb., had moderate to fresh N.E. wind and clear weather.

The German steamer *Sachsen*, from Bruns-
wick, experienced fair weather and light winds during the first two days of the voyage.

On the 14th and 15th encountered a strong northerly breeze and heavy sea. Arrived at Port Said Jan. 16th. After coupling passed through the Suez Canal, and after a short delay at Suez, proceeded on our course.

At the Red Sea had fair weather and light northerly winds. Arrived at Aden Jan. 21st, and left the same day at 9 p.m. In the Arabian Sea and Indian Ocean met strong N.E. monsoon, rough sea and clear weather. Arrived at Colombo Jan. 28th, 1 p.m., and left the 27th, 11 a.m., had clear weather, moderate N.E. monsoon, keeping on during the passage. Reached Singapore Jan. 29th, 11 a.m., and left Feb. 4th, 9 a.m. In the China Sea, clear weather, fresh N.E. monsoon and rough sea.

EXPORT CARGOES.

The P. & O. steamer *Oyler*, sailed on the 5th February. For London, 16½ bales feathers.

For Liverpool, 16½ bales feathers.

For London and/or Hamburg, 50 cases bristles.

For London and/or Hamburg, 200 rolls matting, 67 cases chinaware, 37 cases cotton, 1 case dried fruit, 1 case dried ginseng, 21 cases hair fat, 12 cases sponges, 8 boxes sandalwood, and 1 case pine roots.

For London and/or Manchester, 47 bales waste silk.

For Gibraltar, 1 case curries and 1 roll matting.

For Malta, 1 case curries and 1 roll matting.

For steamer *Heifer*, sailed on the 5th February.

For London, 16½ bales feathers.

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For Malta, 1 case curries and 1 roll matting.

For steamer *Heifer*, sailed on the 5th February.

For London, 16½ bales feathers.

For London, 16½ bales feathers.

For London and/or Hamburg, 50 cases bristles.

For London and/or Hamburg, 200 rolls matting, 67 cases chinaware, 37 cases cotton, 1 case dried fruit, 1 case dried ginseng, 21 cases hair fat, 12 cases sponges, 8 boxes sandalwood, and 1 case pine roots.

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VESSELS ON THE BERTH.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION CO.Proposed
Steamer. Tons. Captain. Proposed
Sailing. Steam or
Tons. Captain. Proposed
Sailing.VICTORIA 3,167 T. J. Truebridge Feb. 22 BRADMAN 3,801 E. Porter March 12
OLYMPIA 2,093 T. H. Dubson April 5 MOGUL 3,654 W. H. Wright March 12
COLUMBIA 2,093 A. Gov. April 5 ROYAL 2,907 W. Ward May 3
TACOMA 2,543 A. Dixon April 26

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Cabin Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 223.

The best route to the KLYDNEY GOLD FIELDS. Frequent Sailings from VICTORIA.

TACOMA, 21, PORTLAND to DIETZ and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Complaints of Goods for United States Points should be in quadruplicate, and one copy sent to our Office by the steamer to the care of the Freight Agent Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Particulars must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,
General Agents.

Hongkong, 11th February, 1898.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

KAGOSHIMA MARU SEATTLE, WASH., U.S.A., VIA KOBE & YOKOHAMA. MONDAY, 14th February, 1898.

EDOMI MARU KOBE & YOKOHAMA THURSDAY, 17th February, 1898, at 4 P.M.

MARSEILLE, LONDON, & ANTWERP, VIA SINGAPORE (Transhipping Cargo for Java Ports), PEI, TUESDAY, 17th February, 1898, at 4 P.M.

KAMAMURA MARU NAGOYA, COLOMBO & PORT SAID. FRIDAY, 18th February, 1898, at 4 P.M.

SAIGAMI MARU SHANGHAI, JINJUN, SHIMOSOKE & KOBE. FRIDAY, 18th February, 1898, at 4 P.M.

TOKIO MARU NAGASAKI, KOBE & YOKOHAMA MONDAY, 21st February, 1898, at 4 P.M.

MATSUMURA MARU BOMBAY, VIA SINGAPORE (Transhipping Cargo for Java Ports), PEI, TUESDAY, 22nd February, 1898, at NOON.

CHIEN MARU SYDNEY & MELBOURNE VIA COLOMBO. THURSDAY, 24th February, 1898, at 4 P.M.

OYAMA MARU CHIEN & BRISBANE. FRIDAY, 25th February, 1898.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 16th February, 1898.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON, &c. { GANGES } Noon, 15th February. See Special Advertisements.

LONDON { SHANGHAI } About 19th February Freight or Passage.

SHANGHAI { E. P. Bishop } Freight or Passage.

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